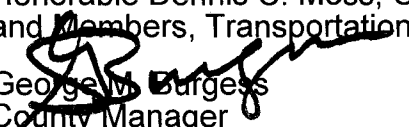


Memorandum



Date: November 12, 2004

To: Honorable Dennis C. Moss, Chairperson
and Members, Transportation Committee

From: 
George W. Burgess
County Manager

Subject: November 2004 Monthly Progress Report

TC

Agenda Item No. 1(E)1

Attached please find the November 2004 Monthly Progress Report for Aviation, Seaport, Consumer Services, Miami-Dade Transit and Public Works PTP Projects.


Assistant County Manager

AVIATION

Goal #1:

Determine governance structure for MIA

At this time, there is nothing further to report on this matter.

Goal #2:

Expediting the Capital Improvement Program

Status:

Effective communication between MDAD, stakeholders, state and federal regulatory agencies, other County departments, building trades and engineering / architectural community continues to be the key to successful implementation of the \$4.8 billion CIP.

During the Fiscal Year ending on September 30, 2004, over \$425 million dollars worth of CIP related design, construction, and quality assurance activities were completed and paid for by MDAD. That translates to approximately \$1.7 million every working day and we are projecting the same pace of work through the first quarter of 2005.

Projects already completed and in use include the new Runway 8L/26R, taxiways, taxi-lanes, apron improvements, Midfield and Northside Fire Rescue Facilities, Concourse A, Concourse H, parking garages, widening of upper and lower drives at the terminal, Central Collection Plaza, several improvements within the existing MIA Terminal, underground utility corridors supporting water, sewer, power, storm water, chilled water and hydrant fueling systems distribution for an approximate value of \$1.5 billion.

Projects under construction total approximately \$2.8 billion and include North Terminal Development, South Terminal Development, Central Chiller Plant, Midfield Apron Taxiway Improvements, Miscellaneous Security Improvements, and Total Airport Management Systems (TAMS) including Common Use Terminal Equipment (CUTE), Airport Operations Information Systems (AOIS), Building Management Systems (BMS), Premise Distribution System (PASI). Nine new Gates in the North Terminal, D-Extension area were completed and placed in operation in 2004. Existing Concourse-B Gates have been de-commissioned and after selective salvage of equipment and materials, this Concourse will be demolished in early 2005.

The MIA MOVER project to connect MIA to the Rental Car Facility (RCF) located on the east side of Le Jeune Road via an elevated APM is scheduled for advertisement as a Design-Build-Operation-Maintain (DBOM) contract in December 2004.

On October 7, 2004, the County Manager assigned Dr. Carlos Bonzon, Assistant County Manager, to manage MDAD's Capital Improvement Program (CIP). Discussions between American Airlines and the County are ongoing to establish a firm budget/schedule and most appropriate procurement strategies for the remaining contracts.

Goal #3:

Bring final resolution to the noise problem

Status:

MIA's aircraft noise mitigation program continues with progress and challenges on many fronts:

- The FAA overruled our request to use the current Environmental Assessment (EA) data and has requested that we update some of the information. We expect a cost estimate to update that data from our (existing) consultants (ESA and Harris, Miller, Miller & Hanson) by the end of the week.
- The City of Doral wrote to the regional administrator of the FAA Carolyn Blum October 18, 2004 (letter attached), supporting the FAA's rejection of MDAD's EA. According to the letter, Doral is seeking alternative headings for west flow departures, and opposes the shifting of night-time flight departures from East to West during calm wind conditions. It has passed a resolution opposing the EA. This letter will probably cause further delays in the FAA approval process.
- Phase 2 of Operational Procedure changes to begin upon FAA approval of Phase 1.
- Implementing Noise Mitigation Procedures at Opa-locka Airport (OPF) that were outlined in the EA. The EA was a joint effort between MDAD and the Noise Abatement Task Force for OPF.
- The Airport Zoning Ordinance sponsored by Commissioner Diaz was discussed at the Transportation Committee public hearing on Oct 18th. It is scheduled for second reading on November 30, 2004.
- MDAD continues to evaluate the Part 150 issue. A presentation on the 150 process pros/cons will be given to the NATF-MIA in November.

The Aviation Director will provide more detailed information on EA/Part 150/Land Use Compatibility Zoning at the November Transportation Committee Briefing at MIA.

Goal # 4:

Reversing the passenger traffic lost by making significant in-roads into new markets, including low-fare carriers, Europe, Africa, etc.

Status:

Low-cost carriers:

- No changes in status from previous report.
- Presentation to fifth low-cost carrier postponed by carrier until early 2005.

Europe:

- Finland: Finnish carrier, Finnair, will reestablish seasonal service at MIA in December 2004.
- Holland: Due, in part, to the success of the new ITI process, Martinair has decided to proceed with its hub development starting October 31st. We have scheduled a celebration for November 17th.

No changes in status with other European carriers.

Middle East:

No change in status from previous report.

Africa:

No change in status from previous report.

Asia:

No change in status from previous report.

Issues Affecting Visitor Entry into the United States

As previously stated, the federal government has implemented several policies and procedures during the last few years to curtail terrorist activities within the United States.

Many of these policies affect visitor entry and commercial trade at national points of entry including airports, seaports and border crossings.

New Requirements for Visa Waiver Program Passengers

On October 26, 2004, the federal government implemented the Border Security Act of 2002 requirement that foreign nationals entering the U.S. from the 27 Visa Waiver Program (VWP) countries have Machine Readable Passports (MRPs). Customs and Border Protection (CBP) has instituted a six month grace period until April 25, 2005, during which time VWP nationals who do not possess an MRP

will still be allowed to enter or transit through the U.S. at the discretion of CBP for a 90 day "parole" period. In order to be paroled into the U.S., these passengers will be sent to hard secondary for processing and charged a \$65 fee (cash or check).

CBP officials will not release the number of foreign nationals being sent to hard secondary for this purpose, but an MDAD survey taken on two separate days during the week of October 25, 2004, indicated that around 30 nationals were sent to hard secondary each of the two days.

This is the second policy change in the last month affecting the approximate 3,000 VWP nationals who enter MIA's Federal Inspection Service (FIS) area daily. Beginning on September 30, 2004, CBP began processing VWP country nationals into the US-VISIT database, adding about 30 seconds per VWP national to the federal immigration and customs inspection. Partially due to the increased number of passengers being processed into US-VISIT, all passengers at MIA's FIS are experiencing long lines and congestion during peak periods. MIA's FIS already has the dubious distinction of having one of the longest average passenger wait time of any airport in the country.

MDAD is working with airlines on gate assignments to try and spread the passenger flows more evenly between MIA's FIS facilities. MDAD has also requested CBP provide full staffing during peak periods.



October 18, 2004

City of Doral

Juan Carlos Bermudez
Mayor

Ms. Carolyn Blum
Regional Administrator
Federal Aviation Administration
P.O. Box 20638
Atlanta, GA 30320

RECEIVED
OCT 22 2004
DIRECTOR

Dear Ms. Blum:

We acknowledge the decision of the Federal Aviation Administration (FAA) Southern Region dated May 17, 2004 rejecting the Environmental Assessment (EA) proposed by Miami-Dade Aviation Department (MDAD).

Additionally, we note the request for review by MDAD dated June 15, 2004 and the FAA's subsequent refusal dated August 25, 2004 to override the original rejection. We believe that the FAA has acted prudently to protect the community from a flawed proposal and support the FAA's actions.

The community of Doral has long opposed the proposed EA, believing that it was flawed. Specifically:

1. To shift night time flight from East to West during calm wind conditions is, in our view, shifting noise from one community to another. If the proposed EA were implemented, the annual number of night time flights to the west would virtually double (from 27% to 50% [reference: EA Introduction and Background]). We are confident that this would constitute noise shifting by any standard and will continue to vigorously oppose its implementation.
2. The headings for west flow departures discriminate against the areas west-north-west of MIA (e.g. Doral) in favor of communities west-south-west of MIA. We believe that there are alternative departure headings that are fair and equitable to all communities west of MIA. In fact, MDAD has studied a proposed alternative and preliminary data indicates that it meets the established criteria. Furthermore, we understand that MIA tower has indicated that this alternative is operationally feasible.
3. The City of Doral and its predecessor Community Council have both passed resolutions (dated February 11, 2004 and April – 2003) opposing the EA. The FAA has twice refused to approve the EA. We believe that it is time for the leadership of MDAD to: (i) be responsive to community feedback, (ii) accept the FAA rejections; (iii) terminate any further 'updates' of the proposed EA and (iv) begin in earnest to develop a new, viable plan that meets the needs of all the constituents.



We respectfully request that additional manipulation as suggested by MDAD's letter dated September 13, 2004 be rejected.

The residents of greater Miami Dade County deserve new flight tracks and procedures to minimize the effects of aircraft noise. That can be accomplished best by starting with a fresh look at achieving this important goal. One alternate appears to be worthy of immediate consideration.

Respectfully,


Juan Carlos Bermudez
Mayor

cc: Honorable Lincoln Diaz Balart, Florida State Representative
Honorable Alex Penelas, Miami-Dade County Mayor
Quentin Burgess, Manager FAA, Washington DC
Angela Gittens, Miami Dade Aviation Department
Christian Mazzola, Noise Abatement Task Force

CONSUMER SERVICES DEPARTMENT

Goal #1: Complete implementation of the Limousine Ordinance

Status:

- This goal is substantially completed.
- An industry workshop was held on October 18, 2004, to review proposed amendments to established minimum limousine rates that, by ordinance, are required to be 3.3 times higher than the rate for taxicab meter wait time. Staff is reviewing various concerns raised by industry at the meeting.
- 45 of the 100 luxury limousine licenses approved in April 2004 had been placed into service as of October 29, 2004. Several extensions were approved through January 2, 2005.

Goal #2: Further the transition to owner-operator Taxi Cab System

Status:

- CSD continues to receive and process applications for transfers of taxicab licenses to owner-operators. 345 taxi licenses have been transferred to owner-operators since adoption of the Taxi Ordinance in 1998.
- There are 454 of 1,966 taxi licenses (23%) held by owner-operators as compared to approximately 114 of 1,824 taxi licenses (6%) held by owner-operators in 1998.
- The taxicab fuel surcharge that was administratively applied for the period July 1, 2004, through November 1, 2004, was extended for an additional two month period through December 31, 2004. A resolution proposing that the fuel surcharge be extended by the Board into 2005 was prepared and submitted for consideration on the November 12, 2004, Transportation Committee agenda.
- Pursuant to the Code, a public auction has been scheduled for Friday, December 17, 2004, in the plaza of the Cultural Center to sell taxicab medallion number 547. The auction is necessary due to revocation of this license for failing to meet Code requirements. Only two such auctions have occurred in the past. Only licensed taxicab chauffeurs are eligible to own and operate the medallion.
- To assist all for-hire chauffeurs, CSD has commenced a program review of handout materials and examinations associated with for-hire training/testing to simplify the verbiage to aid in comprehension and readability. Examinations provided in conjunction with jitney training have already been converted.

Goal #3: Continue to improve consumer protection services

Status:

- Consumer educational and outreach sessions provided since the last report include: providing consumer education and an overview of department services at the Citizen's Academy held in the Kendall area and conducting a small claims court clinic at the Surfside Community Center to teach consumers how to use the small claims court process.
- CSD commenced the enforcement phase of Ordinance 04-94 adopted by the Board at its May 11, 2004, meeting. The ordinance requires retail businesses holding

licenses to sell alcoholic beverages to post a sign warning consumers that driving with an open container is illegal. In August, CSD sent a letter to all affected businesses apprising them of their obligation to post the warning. Initial enforcement efforts are educational and, pursuant to the ordinance, a warning must be provided prior to any citations being issued.

Goal #4: Institute a streamlined process to license passenger motor carriers, non-emergency vehicles and private school buses
Status:

- CSD is presently drafting revisions to Passenger Motor Carrier (PMC) Code sections that regulate services such as tour vans, contract carriers, and jitneys. CSD is finalizing a new draft based on comments previously received from industry members. The draft bifurcates route service providers (jitneys, fixed route, circulator) and other PMC's into separate sections of the Code. It is anticipated that proposed revisions will be submitted to the Board in the January 2005 timeframe following industry workshops.

Other Activities:

Cooperative Extension education activities included:

- Conducted a workshop for local agricultural producers on "How to Write a Grant Proposal". This session was offered at the industry's request in response to a desire to participate in federal grant programs.
- Conducted a seminar entitled "Common Landscape Mistakes" at the Miami Beach Botanical Gardens. The focal point of the seminar was avoiding landscape maintenance problems by implementing proper design and planning concepts, and by utilizing best management practices.
- Coordinated the annual Coastal Cleanup at the Bear Cut Preserve on Key Biscayne. 88 participants donated 260 volunteer hours and removed 1,007 pounds of trash, mostly plastic bags and glass bottles, along 3.5 miles of shoreline. 65 trash bags were filled.
- Presented an educational program on "How to Deliver a Speech" to 120 youth and six teachers. This program was in preparation for the annual 4-H Speaking Contest available to youth in the 4th, 5th, and 6th grades.

Miami- Dade Transit (MDT)

Goal #1: Implement goals of Peoples' Transportation Plan (PTP)

Transit Corridor Update:

○ North Corridor

MDT submitted the Final Environmental Impact Statement (FEIS) on this project to the Federal Transit Administration (FTA) on September 7, 2004. MDT staff is in the process of addressing additional requirements noted by the FTA. The FEIS will be used to obtain a Record of Decision (ROD). The ROD signifies that the project complies with all environmental objectives.

MDT continues to move forward in obtaining a consultant for Preliminary Engineering (PE) on this project. The purpose of PE is to finalize station locations, corridor alignment, determine park and ride facilities needed and the number of rail cars needed at peak capacity. Proposals for North Corridor Preliminary Engineering (PE) consultant services were received on August 13th, 2004, and the Selection Committee has recommended to the County Manager that MDT enter negotiations with Parsons Transportation Group (PTG). The first negotiation meeting with PTG was held on October 27th, 2004. Negotiations are scheduled to be completed by November 5th, 2004. The professional services agreement is scheduled to be presented to the Transportation Committee and the BCC for approval in December 2004 and January 2005 respectively. CITT approval is also expected in January 2005. Notice-to-Proceed (NTP) to the consultant is currently projected for February 2005. After PE is completed, MDT will make a request to FTA for permission to enter into Final Design.

○ MIC-Earlington Heights

In October 2004, the decision was made to implement this project with 100% local funds. With the state's \$100 million contribution for the MIC-EH, the balance of the project's estimated \$260 million cost (an estimated \$160 million) will be paid for using proceeds from the half-penny surtax. Now, with nearly half of the funds secured for the MIC- EH project, MDT will move toward finalizing construction plans which include concept, design and real estate acquisition.

The proposals for final design consultant services were received on August 27th, 2004. The first tier meeting of the consultant selection process was held on October 13th, 2004. The second tier meeting was held on October 28th, 2004. Notice to Proceed to the final design consultant is scheduled for March 2005.

Construction of the EH-MIC is expected to begin in December 2007 after the Right-of-Way (acquisition of commercial and residential property) is purchased and design is completed.

○ **East-West Planning Consultant Selected**

Negotiations with the selected consultant, HNTB Inc were completed in September 2004 and the Professional Services Agreement was approved by the Transportation Committee on October 18th, 2004. Notice-To-Proceed (NTP) to the selected consultant is currently scheduled to be issued in December 2004.

○ **Program Management Consultant (PMC)**

The first tier meeting of the selection committee was held on July 21st, 2004. The Inspector General (IG) completed their Due Diligence Review of the two proposing firms on October 13th, 2004. Negotiations with the selected consultant are tentatively scheduled for November. The professional services agreement is scheduled to be presented to the Transportation Committee in December and it is anticipated that the item will be waived through to the BCC for approval in December as well. CITT approval is expected in January 2005. NTP to the consultant is currently projected for February 2005.

Major Bus Service Improvements to be implemented

As a result of the People's Transportation Plan (PTP), Miami-Dade Transit (MDT) will implement the largest bus service improvement at one time in the history of the County on November 21, 2004. MDT will add 2.5 million miles of bus service which includes eight (8) new bus routes and 50 existing bus routes will receive substantial service improvements. The improvements will provide more frequent service on many of the County's busiest routes, faster service on some of the County's most frequently traveled corridors, and new circulator routes and route extensions to newly developed areas to fill gaps in the existing transit network. Also, with the implementation of these service improvements, MDT will no longer have routes that have headways of 60 minutes or longer during peak periods. These service improvements along with 280 new buses (110 recently received) will result in a much more reliable and higher quality transit system. Additionally, these improvements also contribute to another significant PTP commitment -- creation of new jobs. Over 200 employees will be hired in order to implement the new service improvements.

Fifty (50) routes will receive substantial service improvements: 3, 7, 9, 12, 16, 21, 22, 27, 28, 29, 32, 33, 35, 37, 52, 54, 62, 70, 73, 75, 77, 87, 88, 95 Express, C, E, H, J, K, R, W, Busway Local (31); Busway MAX (38); Flagler MAX (51); West Dade Connection (137); Gables Connection (152); Little Haiti Connection (202); Killian KAT (204); Little Havana Circulator (207/208); Sweetwater Circulator (212); Coral Way MAX (224); Airport Owl (236); Doral Connection (242); Okeechobee Connection (245); Night Owl (246); Coral Reef MAX (252); Ludlam MAX (267); Sunset KAT (272); Saga Bay MAX (287); Kendall KAT (288)

The eight (8) new bus routes are:

- Busway Flyer (Route 34) - A demonstration route, that will provide limited stop bus service between Florida City and Metrorail via the Busway and, the future Busway extension, offering premium rush-hour transit service for commuters who now travel to and from south Miami-Dade.
- Route 344 - A minibus circulator route that will travel between Miami-Dade College Homestead campus and the Florida City Post Office along Krome Avenue, East Lucy Street and Palm Drive, serving portions of east Homestead and Florida City currently without transit service. Ten trips per day will be extended to serve the Everglades Farmworkers Village on Southwest 376th Street.
- Goulds Connection (Route 216) - As a minibus circular route that will operate between the Southland (formerly Cutler Ridge) Mall bus terminal/park-ride lot and the Quail Roost/Southwest 122nd to 127th Avenue area serving the east and west Goulds communities and those sections of South Miami Heights that need additional bus service.
- Route 200 - A demonstration route that will serve the Americana Village, a residential development on Quail Roost Drive west of Krome Avenue. The Route 200 will operate along Quail Roost Drive/Southwest 200th Street and Southwest 208th Street to the Southland (Cutler Ridge) Mall Bus Terminal/Park-n-Ride lot, providing connections to Busway routes and other local Metrobus routes. It will operate non-stop between Krome Avenue and Southwest 27th Avenue.
- Route 147 - A minibus route that will serve the north-south corridor of Southwest 147th Avenue in far west Miami-Dade County where no bus service currently exists. The route will connect the Hammocks, Kendale Lakes and other West Miami-Dade communities with east-west cross-town and limited-stop express routes via SW 147th Avenue and will provide connections with several other routes at the Dolphin Mall transit mini-hub.
- Airport West (Route 41) - A minibus route that will travel between the Allapattah/Northwest 41st Street Metrorail Station and the Dolphin and International Malls primarily along Northwest 36th/41st Street and Northwest 107th Avenue. The Airport West will connect with Metrorail and serve several large employment sites

in Doral and West Miami-Dade that are not served by transit. Connections with several other routes will be provided at the Dolphin Mall transit mini-hub.

- Gratigny Connection (Route 68) – A minibus circulator route that will travel between the Hialeah Gardens City Hall and Miami-Dade College's (MDC) North Campus through the city of Hialeah. It will travel on West 60th Street, West 24th Avenue and then along Gratigny Road (W. 68 / 65 Street) with a portion on the Gratigny Expressway. The route will provide direct service from Hialeah and Hialeah Gardens to MDC's North campus, Palmetto General Hospital, and will provide transfer connections at the Hialeah Gardens City Hall.
- Liberty City Connection (Route 46) – A minibus circulator route that will travel throughout the Liberty City area serving corridors without transit. It will operate between the future Passenger Transit Center planned for NW 7th Avenue and 62nd Street and the Tri-Rail Market Place Station in Hialeah primarily along NW 10th Avenue and NW 46th Street. The Liberty City Connection will serve Northwestern High School, the Winn-Dixie shopping center at NW 12th Avenue and 54th Street, the Brownsville community and the Earlington Heights Metrorail Station.

Goal #2: Recreate Department's image through futuristic designs and facilities integrated into the system

Status:

- Metrorail Rehabilitation Update - The Resolution authorizing issuance of the Request For Proposals (RFP 439) for the rehabilitation of the Metrorail vehicles was passed by the Transportation Committee on July 22, 2004. The Board of County Commissioners (BCC) at their meeting of September 9, 2004 approved the Request for Proposals for the Metrorail Vehicles Rehabilitation. The BCC approved the resolution, which grants authorization to initiate the Request to Advertise. The RFP solicitation package was available for distribution on September 30, 2004.

Miami-Dade Transit's Rail Rehabilitation Team met with the Project Management Oversight Committee (PMOC), representing the Federal Transportation Administration (FTA), on October 14th to review and discuss "draft" submittals of the Project Management Plan (PMP) and the Quality Assurance Program Plan (QAPP).

The first rehabilitated rail vehicles are expected to be available for revenue service by February 2007, with full project completion by February 2010.

- Metromover Replacement Update - Negotiations commenced on August 24, 2004, with Bombardier Transportation for the sole-source procurement for 12 Metromover vehicles to replace the original Phase I vehicles which have now reached their 20-year useful life. The second round of negotiations with Bombardier began on October 27. Negotiations are expected to be completed by the end of November 2004.
- Bus Passenger Shelter Installation - 3,000 new bus passenger shelters are scheduled to be installed throughout unincorporated Miami-Dade County by October 2006. At the end of October 2004 there were 307 shelters installed. That number is expected to reach 500 by November 2004. MDT has been working very closely with the Miami-Dade Public Works Department to expedite the permitting and inspection of shelters. In response to concerns of some residents regarding bus shelters being built near their homes, MDT has developed a procedure to contact homeowners prior to erecting bus shelters; providing them with notice and location of future bus shelter construction in their neighborhood.
- Bus Stop Sign Installations - 1,270 of the new state-of-the-art bus stop signs have been installed throughout Miami-Dade County to date. This exceeds our target of 1,000 installations by November 2004. The new signs offer a square green post with a map panel. Each panel shows the individual route maps for that stop and the scheduled arrival times for the time points closest to that stop.

Goal #3: Improve the system's reliability

- South Dade Busway Signal Prioritization - MDT explored installing crossing gates at all signalized intersections along the Busway in an effort to improve the efficiency of the Busway operation. A meeting between MDT, FDOT and Public Works (DPW) was held on October 15, 2004. At this meeting, MDT requested that FDOT/DPW provide traffic signals at all remaining unsignalized intersections along the Phase 1 and Phase 2 Busway. The installation of crossing gates at all signalized intersections was not agreed to for various reasons, including the adverse impact that it would have on traffic flow on US 1. MDT is evaluating re-enabling the Busway preemption signal to its original operation.

Goal #4: Improve the courtesy and customer service provided

- Customer Service Training - Service in Excellence training began on October 5, 2004 for MDT's 3,000 Bus Operators and Maintenance personnel. As of October 22, 2004, 1099 operational employees have been trained. Service in Excellence training for operational personnel will be completed by April 2005. A special module has been developed to focus primarily on customer service delivery from the operational personnel's perspective. In July 2004, nearly 700 of MDT's Senior Management and Administrative staff completed the training.
- Call Box Status Report - As you are aware, MDT initiated a pilot program in August 2004 to evaluate the application of call box technology on Miami-Dade Transit's system. Two prototypes were installed; one at NW 62nd Street and NW 7th Avenue, the other at SW 104 Street and SW 156 Avenue. These call boxes allow passengers to call Transit Information (511) or 911 for emergencies. Since their inception, call data shows over 700 minutes of usage between both boxes. The call box capability may be expanded to include 311 calls. The pilot period will end on November 15, 2004. At that time, MDT will analyze the data collected through the pilot period and move towards application of the technology system-wide.

Public Works-PTP Projects

Goal #1: Implement the Public Works Department's Major PTP projects on-time and on-budget

Status:

- The \$5.5 million NW 62 Avenue project in Hialeah began construction on May 3, 2004. The contractor is working on drainage, subgrade, and roadway base preparation, flatwork, asphalt, bridge work, and electrical. Work is approximately 40% complete.
- Six design contracts were approved by the BCC and CITT last month for design services. Design will begin this month. The 6 design contracts will address the following projects in the department's 2-year PTP plan:
- Dist. 3 - NE 2nd Avenue from West Little River to NE 91 Street (Street and Traffic Operational Improvements)
- Dist. 6 – SW 62 Avenue from SW 24 Street to NW 7 Street (Street and Traffic Operational Improvements)
- Dist. 7 – SW 62 Avenue from SW 70 Street to SW 64 Street (Reduce from 5 to 2 lanes)
- Dist. 9 – SW 160 Street from SW 147 Avenue to SW 137 Avenue (New 4 lane road)
- Dist. 12 – New 5 lane bridge over the Miami River Canal at NW 138 Street
- Dist. 11 – New access to Country Walk from SW 136 Street.
- Construction began last month on the Grand Avenue Reconstruction Project. The project cost is \$3.7 million dollars, and combines funding from PTP, other County funding sources.
- Miami River Tunnel Feasibility Study is being redrafted with active input from the City of Miami and FDOT.
- PWD is moving forward aggressively with traffic signalization and the synchronization system (Advanced Traffic Management System – ATMS). Responses to the Request for Information (RFI) have been received by PWD, and they are being reviewed. County experts are visiting various sites nationwide this month to determine if there is an ATMS system on the market that can be implemented in Miami-Dade County in a relatively short period of time. PWD is also moving forward with updating the RFP in case the RFI does not reveal a unique "off-the-shelf" system that the County can purchase and install. In addition, PWD will be advertising a contract early next year to replace many of the older traffic controller cabinets at intersections throughout the County.

Goal #2: Implement the Public Works Department's Neighborhood PTP projects on-time and on-budget

Status:

- Public Works continues to reach out to each of the County Commissioner's Offices to discuss the Neighborhood Improvement Projects. Contracts to address these Neighborhood Improvements (Non-Site Specific Projects) are underway.
- 11 PTP Construction Contracts (totaling \$10.0 Million) have been approved by the CITT and BCC. Each of these contracts will have issued a Notice to Proceed and will be issuing work orders this month.
- Open Contracts for: Resurfacing, Sidewalks, Drainage, Striping, ADA Sidewalks, School Flashing Signals, Traffic Signals.
- Some of the Projects that will commence over the next few months with these contracts:
- School Flashing Signals: Greynolds Park EI – D4, Kinlock Park EI – D6, Gulfstream EI – D8, Lake Stevens EI – D1, Shenandoah EI – D5
- Resurfacing: Neighborhood Roads with Poor pavement in Dist 1 & 7, SW 127 Ave from SW 8 St to SW 40 St, NW 22 Ave from NW 62 St to SR 9 and SW 157 Ave from SW 80 St to SW 88 St.
- Sidewalks: SW 117 Ave from SW 88 St to SW 72 St, SW 67 Ave from SW 75 St to SW 44 Terr.
- Drainage: SW 152 Ave from SW 68 Lane to SW 72 St, Neighborhood Drainage projects in Dist. 1, 2, & 3.
- Striping: SW 102 Ave and Flagler Street, SW 104 Ave and SW 112 Street, and many other locations with faded pavement markings countywide.
- ADA Sidewalks: Providing ADA Accessibility to Sidewalks on County roads within the City of Miami.
- Traffic Signals: NW 107 Ave and Okeechobee Rd, NW 97 Ave and NW 56 St, & NW 117 Ave and Flagler.

Goal #3: Picking the Low-Hanging PTP Fruit

Status:

- Two major, visible projects are already under construction (NW 62 Ave & Grand Ave).
- 11 Open Construction Contracts (School Flashing Signals, Sidewalks, Resurfacing, Drainage, Signals) will continue progress on work orders in November.
- Street name signs are being replaced at a greater rate today. Crews are working overtime to replace faded signs with the new

sign design. 9600 new street name signs have been replaced since December 2003.

- PWD is also hiring staff and acquiring equipment to accelerate the street name sign effort with PTP funds. 10 Traffic Maintenance Employees have been hired already, and further staff and equipment is being acquired.
- Illuminated street name signs were received at the Traffic Signs and Signal shop to begin implementation of the Countywide pilot program. The new, more visible signs are going up throughout the County this month. A ground breaking for the pilot program was held on October 18th at the Bird Road and SW 102 Avenue location. The locations are as follows (✓ complete):

| |
|---|
| ○ District 10 - Bird Rd & SW 102 Ave - ✓ |
| ○ District 10 - Bird Rd & SW 87 Ave - ✓ |
| ○ District 11 - SW 152nd Ave & SW 72nd St - ✓ |
| ○ District 1 - Douglas Rd & NW 199 th St - ✓ |
| ○ District 2 - N Miami Ave & 111 th St - ✓ |
| ○ District 3 - NW 17 th Ave & 30 th St - ✓ |
| ○ District 4 - Ives Dairy Rd @ NE 14 Ave - ✓ |
| ○ District 5 - NW 12 th Ave & NW 7 th St - ✓ |
| ○ District 6 - SW 67 th Ave & SW 16 th St |
| ○ District 7 - SW 67 th Ave & SW 88 th St - ✓ |
| ○ District 8 - SW 127 th Ave & SW 184 St |
| ○ District 9 - SW 137 th Ave & SW 128 th St |
| ○ District 10 - SW 117 th Ave & SW 56 th St |
| ○ District 12 - NW 67 th Ave & W 84 th St |
| ○ District 13 - Miami Lakes Rd & Ludlam Rd |
| ○ District 10 - Bird Rd & SW 92 Ave |
| ○ District 7&8 - US-1 & SW 98 Street |

Goal #4: Begin Work on all PWD PTP Projects

Status:

- Each of the 44 Site-Specific Projects included in Exhibit 1 of the PTP are being addressed at this time.
- 7 of the projects are under construction or set to commence construction very soon.
- 3 of the projects are under design.
- 6 of the projects will begin design next month.
- 3 of the projects will begin design early next year.

- 6 of the projects will begin design through a JPA with the City of Miami early next year.
- 19 of the projects are undergoing a scope development, and they will be advertised for design services early next year.
- PWD is also moving forward on several other major projects through agreements with other agencies and departments.
- PWD is working with FDOT for a JPA to begin design of NW 74 Street.
- PWD is coordinating with the Park Department to advance the design and construction of SW 157 Avenue.
- PWD has issued multiple work orders to the Master Consultants for assistance in PTP Projects. This will allow PWD to advertise for design services for these projects faster, and also address needs in ADA coordination and the Contracts and Specifications office.
- The County and the City of Miami are finalizing an agreement to expedite two PTP projects within the City limits. NE 2nd Avenue from NE 20th Street to West Little River Canal and South Miami Avenue from SW 25 Road to SW 15 Road. Although the projects are under the County's portion of the PTP, the City has agreed to advance the design by using two of their 10 consultants selected for various City Infrastructure improvements. The City will pay for the design of the projects, and the County will be involved in the review process. This will not require a JPA since the City will be using its own funds. The County will put forth the entire funding of the project towards the construction phase of the projects. A JPA with the City for the Construction of the projects is being considered.

SEAPORT

Goal #1: Maintaining market share and attracting new business.

Status: On the cargo side, preliminary stats are showing a 2.5% increase in cargo tonnage over last year's figures in spite of several challenges faced during the last fiscal year. Container traffic back-ups and terminal holds primarily due to the July boycott and hurricane related events are diminishing and we anticipate terminal holds to be eliminated by the end of this month. In efforts to maintain as well as attract new services, the Port Director along with two private sector companies traveled to Europe this week to meet with four major shipping lines.

On the cruise side, the port continues to work towards attracting new lines and services. Just last month the Port added Norwegian Cruise Lines' *Spirit* to its fleet. This vessel has added five and nine days cruising options for our passengers. Next month the Port will proudly host the Carnival *Valor* (new build) as it makes its first call in Miami. A plaque and key ceremony is planned to commemorate this occasion. On the statistical side, cruise passenger volume for Fiscal Year 2004 decreased approximately 13% due to redeployments by the cruise lines, as well as the taking out of service of a ship during the entire year. Despite a challenging FY 2004, we anticipate FY 2005 numbers to come back as we have received news of new vessels calling in Miami this coming year.

Goal #2: Advancing the Infrastructure Program.

Status: The Seaport Department has an active development agreement to construct 33 projects as part of the Port's redevelopment program. The Port has taken the assignment and is currently working directly with the architects/engineers and construction managers in the fulfillment of the remaining portion of the work.

This Fast Track Development Program which provides enhanced throughput capability to meet the demands of the cargo and cruise industries, is now 77% completed. Overall completion of this program is scheduled for July, 2005.

The Seaport Expedite Program for two (2) new cruise terminals (\$60 million) and multiple infrastructure projects (\$40 million), including crane electrification, marine mooring improvements, container yard development and INS lease improvements to cruise terminal 7. These projects have entered the GMP phase with each of the Construction Managers. The cruise terminals are scheduled for completion within 14 months and the balance of the projects is programmed for completion within an 18-month period.

The Department has been successful in working with state and federal agencies to secure grant funds for security infrastructure projects. These projects are being integrated into the capital development program.

Also, as part of the Port's partnership with the US Army Corps of Engineers (USACE), the USACE awarded a contract on September 30, 2004 to complete the Phase II dredging project to deepen an extended portion of Fisherman's Channel to a depth of 42'. The contract was awarded to Great Lakes Dredge and Dock. This will allow the Port to utilize a total of six wharfs at a draft of 42' versus the two current available wharves at same depth. Once completed, this

awarded to Great Lakes Dredge and Dock. This will allow the Port to utilize a total of six wharfs at a draft of 42' versus the two current available wharves at same depth. Once completed, this improvement will enable the Port to attract and accommodate deeper draft cargo vessels and will assist with goal #1 as stated above.

A DERM Class 1 permit was approved by the Board of County Commissioners on September 9, 2004 that authorizes dredging of the berthing areas adjacent to the federal channel deepening portion.

Dredge material will be disposed at the Miami Ocean Dredged Material Disposal Site (ODMDS) for this project. Permits are in place by the USACE for the federal channel, and are in the process for the associated berthing areas.

Goal #3: Agreeing on a feasible plan to improve traffic flow on and off Port.

Status:

On-Port: Within the Infrastructure Program, construction of a new road will ultimately separate cargo trucking from cruise traffic on the Port. In addition to being a new security measure, this separation of vehicles is designed to enhance traffic safety and ease traffic flow within the Port. Road construction is advancing at a fast pace with the new outbound cargo bridge complete. Overall, about 85% of the project work completed to date.

Off-Port: The primary route to and from the Port is from I-395 entering/exiting from N.E. 1st and 2nd Avenues. The first step the Port has undertaken in improving off-Port access is to perform road improvements on N.E. 1st and 2nd Avenues from I-395 to 5th and 6th Streets. These improvements include resurfacing, drainage, traffic signal improvements, and right-of-way acquisition (completed) for wider turning lanes for truck traffic. The Public Works Department, on the Port's behalf, has recently awarded the construction contract for these improvements.

The second step the Port has undertaken is to improve off-Port access to seek an alternate route to the interstate system. The Port will be responsible for road improvements along 5th and 6th Streets similar in nature to those being performed on N.E. 1st and 2nd Avenues. However, at this time this project has been put on hold per FDOT.

Also, the Department continues to work with the appropriate state and federal agencies to move forward with the Port Tunnel project. The FDOT is in the process of completing a reevaluation study which evaluated optimum construction methods for existing geophysical conditions.

Goal #4: Beginning the development process for Maritime Center (i.e. office space, hotel, restaurants, etc.)

Status: At this time, the Seaport Department has developed a maritime center mixed-use concept with preliminary site layouts as a working tool for further marketing and feasibility analyses.